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## The News of Brooklyn

TO SOLVE BRIDGE TRANSIT.

MESSRS. UHLMANN AND JOURDAN MAKE AN OFFER TO THE TRUSTEES.

BEVATED TRAINS TO BE RUN OVER THE STRUCT. URE BY CABLE, BETWEEN THE REGULAR TRAINS-COMPANIES WILLING TO BEAR

THE COST OF ALTERATIONS-AGREE TO PAY A RENTAL OR A TOLL FOR EACH PASSENGER-A TEN OR

TWENTY-FIVE YEARS' LEASE

ACTED UPON. At the meeting of the Bridge Trustees yesterday afternoon, the following proposition was received from Frederick Uhlmann and General James Jourdan, representing the Brooklyn Ele-

Brooklyn, May 9, 1896.

To the Trustees of the New-York and Brooklyn Bridge, Brooklyn, N. Y.:

Gestlemen—We are advised by our counsel that Gestlemen we have a divised by our counsel that a mirror of a second or seco

or minoads with the production of the follow-seefally submit for your consideration the follow-seefalt the Bridge be extended in Brooklyn several marked feet easterty and westerly north of the largest line of Tiliary-st. to Adams-st. and to northly line of Tiliary-st. to Adams-st. and to northly line of Tiliary-st. to Adams-st. and to northly elevated rallroads: that railroad tracks. Comity elevated rallroads that railroad tracks of the New-York railroads over the railroad tracks of the New-York and Brooklyn Bridge, insuring through elevated as Brooklyn Bridge, insuring through elevated railroads in Brooklyn and vice versa, under regularization system of Brooklyn now operated, including terminals and connections with the New-York and Brooklyn Bridge, altogether twenty-eight and one-half miles of double track, sidings not estimated. (About two miles of elevated structure from Tilidawe and Sixty-fith-st. to Fort Hamilton, under contract for construction, is not shown.)

ELEVATED CARS TO HAVE GRIPS.

We recognize that the Bridge structure will not at of any additional dead load being suspended rom the cables ( superimposed upon the trusses, should any excessive live load be put upon its roadbed, all of which you will find has been fully this respect briefly stated are: That the locomotives, er if preferable one of the cars of each elevated supplied with a cable grip, so that while n the Bridge the elevated trains will be propelled by cable in the same manner as the trains of the

the incoming platform and one track adjacent to the outgoing platform will be reserved especially for elevated trains, leaving the same trackage and ng facilities as are now available for the Bridge Railroad and by means of which the Bridge Bridge Railroad and by means of which the Bridge railroad transports 20,000 passengers per hour and 18,000 passengers per day. The capacity of the railroad of the Bridge will then be 40,000 passengers per hour, or 280,000 passengers per day, anticipating hereasing travel for at least twenty-five years hence and affording through transportation without change of cars to 60 per cent of passengers using the railroads of the Bridge. Your own records will show that 60 per cent of the entire railroad passenger tame of the Bridge is now delivered to and taken must be Bridge by the elevated railroads of Brooking. An assumption that 50 per cent of such traffic woll cross the Bridge both ways in elevated cars, it is annoyance and loss of time in making transfers are eliminated, is certainly moderate, and if so the gration of local Bridge and elevated trains on substantially the same headway would afford to passengers using the local Bridge raidroad more appeared as the rectore. The intention to operate railroad trains across the Bridge on forty-five secondard railroad transports 20,000 passengers per hour and WEIGHTS OF THE TRAINS.

the elevated railroads operate trains con listing of a locomotive and five cars each and the comotive while on the Bridge track will be but a grip machine, it is but necessary to compare the weight and length of a loaded elevated train with the weight and length of a loaded Bridge train to de-

Average weight of an elevated locomotive with coal and water. 45,000 lbs.
Weight of five empty elevated cars 125,000 coal and water 45,000
Weight of five empty elevated cars 125,000
Aggregate weight of 500 passengers (average 130 fbs.) 65,000 

Leath of a five-car elevated train and motor over all Weight of one Bridge electrical motor car. Weight of three Bridge calle-cars. Weight of 500 passengers (same as above).... 

Should you be advised that you are vested with power to enter into an agreement as herein suggested and determine to do so, we would propose a term of not less than ten nor more than twenty-five years. To guard against any error of judgment and to insure the best possible service the agreement should contain an express provision of the following import: "If at any time during the first year of the agreement the trustees should conclude that said agreement is not to the best interest of the clites, it may be terminated on thirty days' notice, and at any time during the continuance of the agreement the trustees may upon ten days' notice change schedules in such manner that both systems of railroads will be operated to best serve the travelling public to the end that there shall be no distribution against any class of passengers seeking transportation over the several railroads operated across the Bridge."

TRUSTEES TO REGULATE THE REVENUE. Should you be advised that you are vested with

TRUSTEES TO REGULATE THE REVENUE. The trustees can regulate and maintain the revenue to be serived by the cities by fixing the rent or tell per capita to be paid by passengers crossing in elevated ratiroad cars.

roads would be operated under one management, which would permit of their trains, while on the Bridge, being subject to the rules and regulations established by you.

Respecting the cost of the extensions necessary to make connections with the elevated railroads in

make connections with the elevated railroads in ooklyn, the elevated railroad companies would the cost of construction, including cost of prop-y and easements, or pay an annual charge on interest and sinking fund basis, as you may t.

clect.

This offer is submitted without prejudice to your company. tas one is submitted without prejudice company coording to any other transportation company tivileges consistent with prevailing conditions ours respectfully. FREDERICK UHLMANN. President Brooklyn Elevated Railroad Company. Sands-st., Brooklyn, N. Y. JAMES JOURDAN. President Kings County Elevated Railway Comany. Eagle Building, Washington-st., Brooklyn, I. Y.

The proposition, after being read, was filed to be acted upon later. A perusal will show that It differs in many respects from the original proposition made by the railroad companies. Under the Bridge bill it was made mandatory that the lease of the Bridge railroad should be for at least fifty years, and probably more. At this time the elevated railroads are willing to lake the lease for from ten to twenty-five years, they suggest that the agreement, if it be ned not to the best interests of the cities, may be terminated in one year upon thirty days' notice. over, where the Page bill provided that the ental should be based upon the net earnings unually derived during the three years preceding December 1, 1895, and was not to increase during the terms of the original lease proposed, Messrs. Uhlmann and Jordan now say that the es may regulate and maintain the revenue by fixing a per capita toll to be paid by passengers crossing in elevated railroad cars. In speaking of the proposal. President Uhimann, of the Brooklyn Flavated. dyn Elevated Company, made this state-

WHAT THE SAVING WILL BE. offer made to the trustees is simply to obain the right for the elevated roads, under one sement, to operate their trains over the Bridge to the New-York terminus as it will be when the new station is completed. No additional superure will be imposed on the Bridge, but ele-trains will run on the same tracks now used trains will run on the same tracks now used slocal Bridge trains. When the new terminal trains of four Bridge and five elevated cars, having an equal seating training capacity, can be operated every forty-

five seconds. If one track in New-York adjacent to the incoming platform and one track adjacent to the outgoing platform is reserved for the elevated cars trains can be operated every ninety seconds by the elevated companies and every ninety seconds by the local Bridge trains. At present the maximum number of trains is operated on a headway of ninety seconds, giving a capacity of 20,009 an hour. From this it will appear that the capacity of the local Bridge railroad will be 20,009 an hour, and the elevated trains will also offer an additional 20,000 an hour capacity.

Aside from the question of fare, as that will be regulated both as regards the toll to be paid by the elevated for right of way and the amount to be charged by elevated companies in addition to the toll for operating expenses, the saving to the travelling public will be immense. There are no legal or engineering questions involved. The law of 1875, Chapter 300, which has never been modified nor abridged, yests in the trustees the power to enter into an agreement as suggested in the application of the elevated companies. It is almost certain that the Legislature in framing this act contemplated direct communication between the two cities.

TRUSTEES WILL OPERATE THEIR OWN TRAINS ALSO.

Until little over a year ago there were engineering difficulties. That was that the locomotives of the elevated roads were too light to overcome the 3.72 per cent grade of the Bridge, and the Bridge was too weak to bear an additional superstructure with weak to bear an additional superstructure with proper gradients over which the elevated locomotives could be operated. But since then cable grips have been perfected which permit of the transformation of trains propelled by steam into cable trains, almost in an instant. Therefore, when the elevated trains will be on the Bridge and while crossing it, they will be similar in all respects to the trains now operated by the Bridge Trustees. The application differs from the plan intended by 'ne Page-Audent bill in this respect particularly: that the Trustees will continue to operate as many trains as they now operate over the Bridge, retaining the same working force in all the departments and collecting their revenues as herefore. Under the Page bill the lessee companies would have operated the local trains as well as the elevated trains, and would have paid the cities a lump sum as revenue. The cities now have it in their power to regulate their income, depending on how much toll or rental the trustees will exact. The elevated companies will be willing to operate through trains without change of cars by adding to the toll paid to the cities an amount covering the additional operating expenses.

THINKS THE PLAN WILL SUCCEED. THINKS THE PLAN WILL SUCCEED.

Edward Lauterbach, of New-York, counsel for the elevated companies, believes that the latest heme will be successful. He said:

"I am of the opinion that the trustees have the power to settle the question of leasing the Bridge to the companies. This would come under the law of 1875 creating the Board, which states that they have the 'right to operate or cause to be operated.' The latter clause covers our proposition and I am confident that the trustees have the power to make an arrangement on the lines proposed by us. We are asking them to allow the elevated trains to run across the Bridge, and the passengers so carried will be charged an additional fare, the amount to be fixed by them and added to our fare. If the arrangement is effected the additional fare will probably be one cent. One of the features wherein our proposition differfrom the Page bill is that the lease to be created is a short one, to run from ten to twenty-five years, and that may be terminated at will by the trustees at the end of one year, so that if, in the experimental term, the arrangement proves to be unsatisfactory and not beneficial to both cities, it can be broken."

Mr. Lauterbach added that there will be no occasion for any extension on the New-York side. There would be, he said, a slight cost at this end of the Bridge, the outlay for which would be merely nominal, and that elevated companies would either bear or pay interest on the outlay. He did not think there could be any objection whatever. He said further:

"Moreover, this plan has not the breadth nor scope of the proposition submitted to the Legislature, but so far as the interests of the people are concerned, it is of almost equal advantage, while it takes away from the project, as originally proposed, what appeared to be the vexed questions of rentals, extensions, duration of lease and other subjects. Perhaps the most serious objection to the original plan was the operation by some corporation other than the Bridge itself of the existing local cable railroad. Our offer is in no respect calculated to interfere with the control, management or operation of the railroad as plates adding to this service a complete through railroad service from the New-York terminal of the Bridge along all the elevated lines of Brooklyn. There will, of course, be nothing to prevent a similar arrangement being made to enable the a similar arrangement being made to enable the New-York elevated trains crossing over to Brook-lyn, and in that case, by arrangement between the New-York and Brooklyn elevated systems, the same end can be accomplished by affording through transit substantially from any part of one city to any part of the other without change of cars, and at no higher rate of fare than now exists, except such toll as the Bridge trustees may see fit to impose." may see fit to impose."

BRIDGE PEOPLE HAVE LITTLE TO SAY. None of the Bridge people would discuss the proposition yesterday in a way which would indicate their actual ideas on the subject. Chief Engineer Martin and Mr. Henriques, however, pointed out objections to the scheme, while Prestdent Howell was even more conservative, except as to the general statement that he was in favor of allowing both the surface and elevated roads to land their passengers in New-York without change, and that if only one system could cross it should be the one that could offer the greatest accommodation to the public. In general, he thought the question was one to be settled by the engineers. He declined to give any expression of opinion as to whether or not he would favor the proposals, even should the Bridge engineers declare the Bridge strong enough to bear the additional traffic.

MARTIN ON POSSIBLE DELAYS.

Chief Engineer Martin pointed out what seemed to him to be one serious feature of the scheme.

"This application of the elevated companies will come before me officially, and as I am the servant of the Board of Trustees I do not think it would be proper for me to discuss it at this time. I will say, however, that one serious objection to this system is the difficulty of having trains coming to the Bridge from the elevated roads with such regularity that they would be sandwiched in between what would be called the local Bridge trains. This is a difficulty which naturally presents itself first. The running of the Bridge trains through our storage yard and into the station is a matter of detail, which will have to be studied out carefully. In fact, the whole problem offers questions which require careful consideration. If for any reason an elevated train is delayed and should not reach the Bridge terminal in time to take its place, it would have to be held back until the next regular interval, and the entire system would be upset. I do not care to come before me officially, and as I am the servant

held back until the next regular interval, and the entire system would be upset. I do not care to say anything more at this time."

President Rossiter, of the Brooklyn Heights Railroad, said that the proposition made by the elevated companies seemed to him to be a fair one, provided the last paragraph was taken literally. The Bridge trustees, he said, would "play the greatest card of their lives" if they would receive the communication and appoint a commission to prepare plans to open the Bridge for both elevated and surface railroad companies. He said that within three weeks plans could be

commission to prepare plans to open the Bridge for both elevated and surface railroad companies. He said that within three weeks plans could be devised whereby all the elevated and surface cars could run with perfect safety direct to New-York. He added:

"I believe in dealing with this problem in a broad way, for whatever is best for the city is best for my company, and I am working to advance the prosperity of both."

Mayor Wurster said that he had always been in favor of the idea of having the elevated cars cross the Bridge. He thought, however, that before any lease or permit was given the trustees should receive a fair return for the privileges granted. Mayor Wurster declined to discuss in detail the propositions enumerated in the communication on the ground that he had not studied it sufficiently.

At the meeting the proposition made some time ago to furnish electric power for the Bridge was brought up, and without discussion the propositions already submitted by the companies, and also the estimates made by the Bridge people were referred to the sub-committee with in-

and also the estimates made by the Bridge peo-ple were referred to the sub-committee with in-structions to report at a meeting to be held next Wednesday. The Crocker-Wheeler Electric Com-pany filed a protest which contained the com-plaint that they did not have proper notice to

allow them sufficient time to submit estimates. The protest, however, was not acted upon. President Johnson, of the Nassu Electric Road, appeared before the Board in reference to his application for a siding at the Washington-st. entrance of the Bridge. The Board granted the privilege he asked, and within the next month the link through Adams, Sands and Wash-irgton sts. will be completed.

EVICTED FROM A RUIN.

ELEVEN FAMILIES TOLD BY THE HEALTH COMMISSIONER TO MOVE.

THE BUILDING THEY INHABIT IS DECLARED TO BE UNFIT FOR HUMAN BEINGS TO LIVE IN

-NO ONE KNOWS WHO OWNS IT. Health Commissioner Emery yesterday routed eleven families living in squalor in a large fivestory brick tenement at No. 151 Union-st., or, at least, he told them that they would have to

vacate the premises by Friday. According to the report made to the Commissioner by two of the officers of the Health De pertment, the house has been unfit for human

Inspectors Dody and Keenan reported the condition of the building in February last, and word was sent to the agent, David C. Meyer, of No. 140 Nassau-st., New-York, to appear in the Adams Street Court to answer the complaint.

Mr. Meyer promised to have the house repaired.

This he neglected to do, and a second notice was served on him, with reference to which he said that the house had been sold and he had nothing further to do with it. Since then the tenants have not paid any rent, and no one appears to know who the owner is. There has been no water in the house since February, and the tenants have dumped all their garbage in the yards and down the airshafts. The roof lesks and the walls are crumbling. The water used by the tenants is supplied to them by neighbors, and as there is no way to carry off

used by the tenants is supplied to them by neighbors, and as there is no way to carry off the refuse, the sanitary condition of the premises is said to be horrible.

Several deaths have taken place among the children in the house, and there is a good deal of sickness chargeable directly to the filth. The tenants, however, seem to be willing to stay there, because they are not compelled to pay rent. Every effort has been made by the Health Department to find cut who owns the premises, but without avail. ut without avail.

last agent to whom the tenants paid rent was J. R. Brown, of No. 26 Court-st, but he says he sold the place in March and gave up the agency at that time.

SHE RETURNED TO HER MOTHER.

SO DR. SHERMAN HAS BEGUN AN ACTION FOR SEPARATION AGAINST HIS WIFE-HE WANTS HIS CHILD.

Dr. Abram L. Sherman, of No. 348a Ninth-st., has begun an action for a separation against his wife, Mary Ella Sherman, and yesterday an application in the Suprem Court, for an order directing the defendant to giv-



DR. ABRAM L. SHERMAN.

man alleges that his wife went to visit her mothe in Mount Lebanca, Columbia County. He followe her and found the house locked. When he returned to Brooklyn he wrote to his wife, and received in response. Then he sent a registered letter, and the only response to that was a curr note, in which she asked him to send a list of things to her, saying that she would pay for them. He says that before she left him they had lived happily together, and he says he believes that she decided to go to he mother because her mother has money, which he says she has refused to leave to the defendant unless she leaves her husband and takes care of her Dr. Sherman says that his wife left him once he fore, in 1891, and just as he was preparing to go to South Dakota to get a divorce she returned. He says he has treated her well, and she has had a comfortable home.

South Dakota to says he has treated her well, and she has had a says he has treated her well, and she has had comfortable home.

The defendant denies all her husband's charges, and says that she is the proper person to have the care of the child-at least, until the suit is determined. She says that she has not had a happy home. She will not however, say anything until the case comes on for trial.

Decision was reserved on the motion.

HIS TERM IN PRISON IS LONG.

SCHARFERLEIN, WHO SWINDLED WOMEN, SENTENCED-MR. BACKUS AND MR. HALL EXCHANGE WORDS.

Fritz Scharferlein was yesterday sentenced to Sing Sing for fourteen years and nine months for larceny and perjury. Judge Aspinall, in the County Court, passed sentence. Scharferlein pleaded guilty to both crimes, admitting that he had obtained \$340 from Lena Westner, under promise of marriage, and that he had sworn before Justice Walsh that his wife dled in Germany, when in fact she was still alive. When he was arraigned yesterday, his counsel, E. W. Hall, asked the judge to be merciful, saying that it was the defendant's first offence, and that he had returned the greater part of the money. he did not return, he had sent to his old mother in

had returned the greater part of the money. What he did not return, he had sent to his old mother in Germany.

"That is not so," said District-Attorney Backus. "I think Your Honor ought to know the facts in this case. I can prove that this defendant did not send the money to his mother by a letter which he wrote to his wife on February 14, the day after he said she died in Germany. He said in the letter that business was good and that he was going to send her 100 marks. He did so and the money was not sent to his mother. He told Miss Westner that he had large estates in Germany and that." "I object, Your Honor," said Mr. Hall. "This case was tried once, and I don't want the District-Autorney to try it all over again. The statement that what I said about the money is false is untrue." "I have proof here in six separate cases against this man," continued Mr. Backus. "They show that he is an unprincipled criminal. He even got hold of a young immigrant girl who had been in this country only eight days and took all her money."

"In fourteen years of practice," broke in Mr. Hall, "I have never heard a district attorney sum up a case in this style when a prisoner was brought up for sentence. The District-Attorney nas no right to hound this man in order that a heavier penalty may be imposed. He is endeavoring to prejudice the mind of the judge. If my client has been guilty of other crimes, let him be indicted for them and tried, but until they are proved against him, do not allow them to be brought up here."

Mr. Backus said that it was not necessary that the man should be indicted any more. He did not intend to influence the mind of the judge, but only to let him know the truth. He was not seeking to make the sentence of the prisoner heavier.

Judge Aspinall told Mr. Backus that he had a right to speak as he had done and complimented him on the manner in which he has conducted other cases. He said he had thought a great deal over the case and he did not think he was making a mistake in the sentence. He sent Scharferle

To the Editor of The Tribune.

In making a visit to a Brooklyn hospital on Sunday forenoon about 11 o'clock I saw, near the corner of Pacific and Henry sts., the carcass of a horse lying on the curb in the heated street, and evidently dead for many hour. Children were playing near dead for many hour. Children were playing heat, and on inquiry of a man I found that the creature had been there since 3 o'clock on Saturday, in spite of several appeals to the Health Board. It seems to me that seme one should be severely held to account for such culpable neglect at this season—or, in fact, at any season—of the year, more especially now.

E. M. BENHAM.

No. 27 West Eleventh-st., New-York, May II.

REAL ESTATE DEALERS JUBILANT OVER CONSOLIDATION.

LITTLE COMMENT CAUSED IN OTHER CIRCLES-WHAT MAYOR WURSTER HAS TO SAY-THE UNION NOT YET A MATTER OF FACT-

PLENTY OF OPPORTUNITY FOR REVISION OF MEASURES. The announcement that Governor Morton had

signed the Greater New-York bill was received in Brooklyn yesterday with mingled feelings of disappointment and gratification. It aroused little nment, however, because it had become generally known that the Governor would make the bill a law. The fact that ne had talked with certain Brooklynites about the selection of members of the Greater New-York Commission was taken as conclusive evidence that the bill was to be signed, and that further opposition to it would be of little avail. Interest in the reports from Albany was, therefore, less pronounced than it was when the fight was on in the Legislature, both before and after the bill had been vetoed by the Mayors. The signing of the bill was a serious forcibly since it was first introduced.

VOTERS WILL HAVE THEIR SAY. Mayor Wurster sald yesterday afternoon regarding the signing of the bill:

garding the signing of the bill:

The Governor told me when I saw him in Albany that he would sign the bill. He does not consider, nor do I, that consolidation is an assured fact yet, by any means. The Governor's idea of the effect of the Lexow bill is that a commission is established and its expenses will be prid. It will be a long time before the two cities are fully joined. The commission, unless I am mistaken, has the power to demand that the voters shall have an opportunity to pass upon the charter, or upon parts of it, and, moreover, the scheme will not be consummated until a number of bills have been passed through the Legislature. There is abundant opportunity for opposition to any or all of these measures in the Legislature, and I am conflient that no new system of government will be perfected until it is satisfactory to the people. The Greater New-York bill merely provides for the appointment of a commission which is to report upon the consolidation scheme. I have always insisted that the people should have an opportunity to express their fludgment upon any plans presented for the unitting of the cities. I consider that consolidation is desired by the voters, and that this fact was shown by the voters and that this fact was shown by the usus of 184. The only question since then has been as to the form of consolidation that was to be given

A NORMAL DEMOCRATIC MAJORITY. "What do you consider will be the political effects of the bill?"

an estimate the other day placing the Dema majority of New-York City at 40,000 of Brooks 3,000, and of the other sections of the consolid districts at 2,000. I am inclined to believe that figures are nearly accurate. I believe that the

The balance between the two parties is unusually nents, and the fesult will be better government for all. Neither party cares to depend too much upon its own strength, but knows that it must furnish the best government possible in order to retain the confidence of the people. In the Greater New-York this condition of things will not exist. The fight for good government will be a hard one, with the chances against it, unless the voters are slways on the alert.

"What will be the effect of the Governor's action upon the Kings County delegates to St. Louis?" asked The Tribune reporter.

That is something I cannot tell you. It is well known that the Republican organization in Brooklyn has been strongly opposed to the bill. The General Committee and the Executive Committee have gone on record against it, and the party as a whole has been seriously opposed to its passage. Whether resentment will influence the Republican delegates against Governor Morton is a question that I do not care to discuss.

The one thing that I most deeply regret about the passage of this bill is that it was carried through by the votes of three Kings County Republicans.

The Mayor refused to comment upon the action of the three Assemblymen, but showed by the tone in which he referred to them that he had the greatest contempt for the three traitors who had fied to the camp of the enemy at the critical point in the contest.

ONE BIG, DEMOCRATIC CITY.

General Horatio C. King said: I have always been in favor of consolidation. Why, was one of the original consolidationists. It is as accessary for Brooklyn as it is for a poor girl to

necessary for Brooklyn as it is for a poor girl to marry a rich man. Brooklyn has always been an overgrown village trying to put on aristocratic airs. Brooklyn is a good deal like a man living in a palace on an income of \$5.000 a year.

I have not been very active in the consolidation movement recently, because I thought it a waste of time, for it was bound to come. It will be a great thing for Brooklyn, because she has nothing to lose and everything to gain.

The effect of consolidation will be that it will make one big, Democratic city. I think we have always had good government, and the conservative element in both elies is strong enough to insure proper government in the future. There is independence enough in both parties to keep things in proper order.

enough in both parties to keep things in proper order.

The party lines will remain practically as they are now. It is reasonable to suppose that Tammany will reach out into Brooklyn. The biggest organization will, of course, try to swallow the lesser, but we have some shrewd politicians here, and we are able to take care of ourselves. But Greater New-York will be Democratic. Both cities are now Democratic. Brooklyn went Democratic at the last election by 7,000 majority on State issues.

I don't think that consolidation will change the political complexion of the State. The joint majorities will not be any greater than they were before.

TAXES AND RENTALS.

I predict that five years from now you will not find a man in the city of Brooklyn who will be will-ing to admit that he was opposed to consolidation. find a man in the city of Brocarja was consolidation. He will say that he was opposed to consolidation. He will say that he was opposed to consolidation. He will say that he was always in favor of it, but did not like the way in which it was put through. I do not see why there should be any trouble about arranging a suitable charter. Either charter is good enough for the bigger city. The only thing that I am anxious about is the equalization of taxation. They must agree upon a fixed rate of taxation and a fixed rate of assessment for both cities, and that is where Brooklyn must be very careful. We cannot go on paying taxes at the rate now imposed upon us and expect to invite population. Take a walk around this town to-day and notice the enormous number of houses there are to let. It is appalling. I have a house which originally was valued at \$20,000, but I cannot get \$1,000 in year, and have just made a contract to let it to a man for two years at that figure, which will hardly pay the taxes, insurance and repairs. Such a house in New-York would rent for \$3,000 a year, and have to go begging in the market with it either.

"Who is likely to be the Democratic nominee

Who is likely to be the Democratic nomine for Governor?"

for Governor?"

It looks to me like Perry Belmont. I think that if he is willing to take the chances he will get the nomination. There is a good fighting chance for the Democratic State ticket this year. The Raines law will help to make things easy for us. There is a widespread feeling of discontent, and if history repeats itself, it will be like when Hill carried the State and Cleveland did not. A prominent Republican, whom I met on Saturday, said to me: "I am of the opinion that we shall carry the State on the National ticket, but you will win on the State ticket.

PEAL ESTATE MEN HAPPY.

REAL ESTATE MEN HAPPY. The real estate men were in high glee over the

signing of the bill. The big operators were all on a lark. The offices were a Memorial Day or Fourth of July attire, and the proprietors were smiles-in addition to their new spring suits. The entire front of the D. & M. Chauncey Company's office was festooned with the National colors, and a score of small flags waved gayly in the breeze. Just as the reporter was about to enter, a stout, elderly, jolly looking man brushed past him and hurried into the inner office of the firm. "Whose birthday is it?" he shouted, and

dozen lusty throats: "Greater New-York's!" That explained everything. The stout man was James Matthews, president of the Consolidation League, and inside the office were the Messrs. Chauncey, Mr. Abraham, of Abraham & Straus and other real estate and business men, who had apparently gathered there to ratify the Governor's action. Congratulatory telegrams were being sent to Albany and felicitations exchanged. In addition, the giving of a dinner to the Greater New-York Commission as soon as it is appointed and also to the Lexow Committee, was informally discussed, and the matter will soon take definite form. The dinner will be given by the Consolidation League and by the merchants, bank ers and brokers of the city.

In an interview, Mr. Chauncey declined to say how much, in his opinion, the action of the Governor had increased the value of Brooklyn real estate. "You may say," he added, "that our realty now has a stability which it never had before. It has had the same effect upon it as the listing of a stock in Wall Street has upon that security." Leonard Moody's big window in the City Bank

placard lettered and put up in the window." This was the inscription on the placard: "We now live in Greater New-York, the greatest metropolis in the world." Mr. Moody declined to estimate the advance in realty said: "Now we are as well off as New-York, and this act of Governor Morton has done more for us than any other thing he could have done.

"We shall sell every lot we have advertised for to-morrow, and at good prices. In my opinion, this will raise the price of Brooklyn property 25 per cent."

C. N. Moody said the increase would be from 20 to 30 per cent.

At the Bay Ridge Improvement Company's office, the president of which is P. H. Flynn, it was said that contracts for the erection of fifteen or twenty new houses which had been awaiting the signing of this bill would be com-

of the real estate syndicates which had so far developed only talk would be organized. The sales at auction to-day will be observed

with interest. There were no important transactions yesterday.

The movement to annex Brooklyn and several

Green, president; Frederick W. De Voe, John L. Westchester County, and Campbell W. Adams

This Commission presented a bill to the Legislature of 1893, submitting the question of consolidation to a vote of the people. This bill failed to come to a vote. It was reintroduced in 1894, passed and signed by the Governor. The Commission said, on October 15, 1894, concerning the vote that the vote was only a question of opinion, and actual consolidation would not come until the Legislature acted. In November, 1894, the following vote was cast on the question of consolidation: New-York-For consolidation, 96,938; against, 59,959. Kings-For, 64,744; against, 64,-467. Queens-For, 7.712; against, 4.741. Richmond-For, 5.531; against, 1,505. Mount Vernon For, 873; against, 1,603. East Chester-For, 374; against, 260, West Chester-For, 620; against, 621. Pelham-For, 261; against, 153.

On the first day of the session of 1895 a bill was presented by the Commission declaring the corsolidation but for an those fortions

sub-committee of the Cities committees of both houses, consisting of four Senators and five Assemblymen, to hear arguments and inquire into the subject of the proposed consolidation and to report on March 1, 1896. The history of the novement since that time is fresh in the mind of every one who has read the papers. Back of the consolidation movement was the Consolidation to the consolidation movement was the Consolidation League, of Brooklyn, formed in 1892, and hyving among its members James Matthews, Judge William J. Gaynor, James McMahon, John Gibb, Abraham Abraham, Louis Liebmann, Edward C. Graves, Edward M. Grout, George W. Chauncey and others. They elected James Matthews, president; James McMahon, treasurer, and Sanders Shanks, secretary. The League has carried on an aggressive canvass, and yesterday its members rejoiced over the successful culmination of a long-fought battle.

Opposed to the Consolidation League was the League of Loyal Citizens, with William C. Redfield as its president; A. F. Britton and D. G. Harriman, vice-presidents; A. A. Low, treasurer, and Edward Barr, secretary. It introduced into the Legislature of 1896 a bill for a resubmission of the whole question anew to the people, and in support of this bill it presented a petition signed by over 72,000 voters. The history of their gallant and well-managed fight for the preservation of the autonomy of Brooklyn is also fresh erough in the mind of the public to make unnecessary an extended reference to it at this time. It can be said, however, that the sentiment aroused by the Loyal League will have a most potent effect in compelling the appointment of commissioners of well-known integrity and irregroachable character to the Greater New-York Commission. Whether or not the Loyal League will press the fight any further and ask for an adjudication of the constitutionality of the question by the courts remains to be seen.

PLAN TO AVOID DUSTY STREETS.

cleaned at night by machines as they were last year and year before, Nicholas I. Flocken, Superntendent of Streets, says that Commissioner Willis has devised a new plan of cleaning certain streets by having it done in the daytime by cleaners using hand brooms, so that all the dirt may be gathered

William A. Ross, who has been known in different

FOR THE BENEFIT OF A G. A. R. POST.

Building contained a big gilt eagle with the National colors festooned from its beak, while the upper part of the window was draped with a flag, and the lower part banked with flowers. "Business?" said Mr. Moody. "Not to-day. I've done enough for one day, when I get this

He then dictated a telegram to the Governor. At Jere Johnson's rooms his manager said:

pleted to-morrow. Henry W. Sherril' predicted that now some

HISTORY OF THE MOVEMENT.

smaller cities and towns to New-York took tangible shape when the Legislature, by Chapter 311 of the Laws of 1890, created the Commission of Municipal Consolidation Inquiry, to inquire into the expediency of the proposed consolidation, and to submit a report. The Commission was made up of eleven members, as follows: Andrew H. Hamilton, J. Seaver Page, of New-York; J. S. T. Stranahan, vice-president: Edward F. Linton, William D. Veeder, of Brooklyn; John H. Brinckerhoff, of Queens County; George G. Greenfield, of Richmond County; Charles P. McClelland, of State Engineer and Surveyor, ex-officio: Aubert E. Henschel was made secretary of the Commission, with an office at No. 214 Broadway, New-

aforesaid territories consolidated with the city of New-York. The measure failed because of the adoption of a referendum amendment in the last hours of the session of 1895. The Commission introduced into the last Legislature another proposed Greater New-York not affected by the Westchester consolidation bill of 1895. Early in January last the Legislature appointed a joint sub-committee of the Cities committees of both houses, consisting of four Senators and five As-

Instead of having the largest and most used streets

hand brooms, so that all the dirt may be gathered up before becoming dry and pulverized. Last week the dust was intolerable, and a good many compinints were heard. Mr. Flocken says that it will be only a few days now before the dust trouble will be done away with. He says that the three hundred or more men employed in doing the sweeping are to each have a wrench to open the fire hydrants in order to get water to sprinkle the streets. The men have been without these wrenches up to date, but as soon as they are supplied, they will then be able to sprinkle the streets as they sweep. The scheme of hand-cleaning is considered a good idea by the Commissioner, who will give it a thorough trial.

places and at different times as William Rose, John Cross and Robert J. Rose, and who for a number of years has been an agent for the Prudential and a number of other life insurance companies in Brook-lyn, pleaded guilty yesterday, in Justice Harriman's lyn, pleaded guilty yesterday, in Justice Harrimans court, to a violation of the Penal Code forbidding the securing of employment under a false name. He was sentenced to three months' imprisonment in the penitentiary. Ross says that he was compelled to change his name in order to get employment in Long Island City. He says the rules of the insurance business make it necessary for a man to change his name unless he changes his field of operations, as no company will employ a man who has been working for another company in the same city.

MORTON SIGNED THE BILL. back came the answer in chorus from a half- IN THE EASTERN DISTRICT. THE GERMAN VOLUNTEER" PRESENTED

> COMPANY A, OF THE 47TH REGIMENT, APPEARED IN THE BATTLE SCENE-WELL-KNOWN

> "The German Volunteer," a military drama, was produced last night in the Empire Theatre, in South Sixth-st., before the members and friends of Mansfield Post, No. 35, G. A. R. Company A of the 47th Regiment, appeared in the battle scene, and in addition to the drama the Columbian Guard, composed of the daughters of the members of the post, appeared in several tableaus. The theatre was packed to the doors, and seated in the boxes were many prominent Grand Army men and city officials. General Isaac S. Catlin occupied one of the boxes. The play will be produced every night in the week, The play will be produced every night in the week, and the proceeds will be devoted to the post's relief fund and assist in Decoration Day observances. The commander of the post is Police Captain Short, of the Bedford-ave station. To-night the department commander will attend the performance. To-morrow night the members and friends of the Grand Street Board of Trade will have possession of the house. Thursday night the Eastern District Club and Association, and at the Saturday maitines the Eastern District school children will witness the play. Several thousand tickets have already been sold.

> > ALBERT HEINRICHS DEAD.

Albert Heinrichs, a eigar manufacturer, died yesterday morning at his home, No. 68 Schaeffer-st., after an illness of two months. He was born in Germany forty-three years ago, and came to this country when a boy. He was one of the founders and first president of the Ludwig Van Beethoven Maennerchor, of the Twenty-eighth Ward; a mem-ber of James A. Garfield Bund, No. 23, of the Order ber of James A. Garneid Bund, No. 23, of the Orose of Black Knights; Mystic Links Lodge, No. 711, I. O. O. F.; Cooper Council, No. 61, Order of United Friends; Emtracht Lodge, No. 241, German Order Harugari; Schiller Tribe, No. 1, Free Order of Red Men and the Black Knights Maennerchor. Funeral services will be held to-morrow afternoon, and the burial will be in Evergreens Cemetery.

DEATH OF P. F. O'BRIEN.

Patrick F. O'Brien, a contractor, died on Sunday at his home, No. 172 Hewes-st. He had been ill fo several years. Mr. O'Brien was seventy-seven years old. He was a trustee of the East Brooklyn Savings Bank, and connected with the Nassau National Bank and a trustee of St. Patrick's Roman Catholie Church. The funeral will take place to-morrow morning in the Church of the Transfiguration, and the burial will be in Calvary Cemetery. A widow and six grown children survive him.

station, who went to the woman's rescue, was yes-terday sent to the penitentiary for two months by Justice Goetting. Mrs. Springer is still at her home, suffering from the beating. LOTS OF FUN FOR POLLY.

Peter Springer, thirty-two years old, a teamster,

Sunday after beating his wife and assaulting Po-licemen Costello and Burke, of the Bedford-ave.

SHE RODE ON THE HANDLE-BAR OF A

BICYCLE AND SHOUTED AT EVERY ONE. A novel sight on the Coney Island Cycle Path on Sunday afternoon, and one which for the time made the dusty wheelmen and bloomer girls forget all about the discomforts of tropical heat and dustladen wind, was a large parrot perched on the handle-bar of a machine ridden by a middle-aged man. The bird's demeanor was so droll and yet grave that hundreds of people looked about, "caught on" and then joined in the audible merriment. The on and then joined in the parrot seemed to realize that she was out for a good time. She kept up an almost continual talking with little variety. Her master had a trick of riding up behind a wagon, and then the parrot would not be the parrot would be the parrot woul fairly rend the air with shricks of "Look out! Look out! Get a move on! Look out! Look out! Get a

The result was invariably startling. The driver would yank his horse around with a suddenness imperilling the safety of the vehicle. Peering around from his seat the driver would look anxiously for the strange creature which wanted him to "Look out" When he saw the parrot as sober as a deacon on the handle-bar and the joke dawned on him, he would join in the laugh. The bird kept up her "Look out" cry until its freshness wore off, and the wheelmen within sight and hearing began to wish she would shriek something new. Coming abreast of a piump, red-haired girl in bloomers, whose bleyele was trimmed with fluttering green ribbons, about the color of the bird's piumage, the parrot's master, leaned over and gave the bird a cuff, and said, "Crackajack!" The parrot struck out with her wing, causht sight of the green ribbons and the sunset bair of the girl awheel, and shrieked with all her might, "Crackajack!" Polly wants a cracka-lack!" The moving audience roared, and the paracter is the strange of the sunset and the paracter is a sunset and the paracter is a sunset and the paracter is a sunset bar of the girl awheel, and shrieked with all her might, "Crackajack!" Polly wants a cracka-The result was invariably startling. The driver jack! The moving audience roared, and the par-rot's master in order to avoid serious consequences "put spurs" to his spinning steed and was soon far ahead. Polly's strident voice was heard haif a mile away as she ejaculated, "Look out, look out, cracka-jack! Polly wants a cracka-jack."

"KICKERS" AT CONEY ISLAND.

TROUBLE OVER TERMINAL FACILITIES OF THE NASSAU COMPANY-ENORMOUS SUNDAY

BUSINESS. There was much fault-finding at Coney Island Sunday night, and as usual it was largely unjust grumbling. The "kickers'" object was the manage-ment of the Nassau Electric Company, and the reason was the fact that at the West End the cars of the different lines were run upon the same loop, of the different lines were run upon the same loop, and unless the traveller was cautious he was sure to get on the wrong car. A day at the island is not conductive to a habit of close observation, so somehow everybody seemed to get in the wrong car, and the result was too frequently profanity and other unseemiy objurgations. Furthermore, the company, in its desire to accommodate the multitude, put on every available car. As a consequence the speed was materially reduced, and in a few instances the overladen cars were "stalled" in coming up "Crow Hill." Both these faults will probbe remedied before next Sunday. A new enably be remedied before next Sunday. A new engine and dynamo are being put into the power house at Thirty-ninth-st., and fifty new cars will be added to the rolling stock this week. In addition, two new "loops" will be put in at Coney Island this week; one for South Ferry and one for Thirty-ninth-st., and one for the Bridge and City Hall cars. This, in conjunction with a strict enforcement of the Raines law, ought to do away with much of the confusion usually observed about the railroad terminus at Brighton and the West End after sundown. The compaty on Sunday carried 161,29 people; at least this is the record, but it does not include transfers nor the many fares the conductors were unable to collect. Next Sunday, if all these improvements are completed, the cars will be run on a headway of one minute, and this will practically exhaust the carrying capacity of the present lines. The managers say, however, that were their capacity twice as great it would still be insufficient, for the reason that at least 100,000 Brooklyn people want to go to the island at the same moment. gine and dynamo are being put into the power h

SAY THE CASE IS FRAUDULENT.

COUNSEL FOR A TROLLEY COMPANY DECLARS THAT ONE WITNESS NEVER SAW THE ACCIDENT.

There may be some remarkable developments in the trial of the suit of Philip Halpern, as administrator of the estate of his wife, Rebecca Halpern, to recover \$50,000 alleged damages for her death from the Nassau Electric Railroad Company, in the Supreme Court this morning before Clement and a jury, if things turn out as James C. Church, the counsel for the road, expects. The case was placed on trial yesterday afternoon. It has been tried once before, but the jury disagreed. The plaintiff asserts that his wife left one of the defendant's cars at Rockaway and Belmont aves, on August 24, 1895, and as she crossed the street, behind the car, she was struck by another one coming in the opposite direction and was killed. The defence the opposite direction and was killed. The defence will try to prove that the case is a fraudulent on and that Samuel Walker, one of the witnesses who says he saw the accident, was drinking at the time it occurred in the saloon of William Schechtel. He, they will allege, did not hear of the accident until two hours afterward. Walker was examined yesterday, and testified that he did see the accident, and that the charge that he was in the saloon at the time was trumped up by Schechtel because they, were enemies.

FRAME BUILDINGS NOT DETRIMENTAL Judgment was given for the defendants yesterday by Justice Smith, of the Supreme Court, in the action of Cornelius Bimson against the Germa American Improvement Company and Albert H. Bultman. The plaintiff bought land from the com-pany and put up a house. He said that the land was purchased with the understanding that only